U.S. Department of Transportation

National Highway Traffic Safety Administration

ODI RESUME

OFFICE OF DEFECTS INVESTIGATION

NHTSA

Authentic US Government Information
National Highway Traffic Safety Administration
uses a *digital certificate* to ensure
the content has remained unchanged

Investigation: EA 13-006
Prompted by:
Date Opened: 07/12/2013
Investigator: Robert Young **Reviewer:** Bruce York-B
Approver: Frank Borris
Subject: Fuel Leak - Motorcycle

MANUFACTURER & PRODUCT INFORMATION

Manufacturer: BMW of North America, LLC
Products: 2004-2011 BMW R-Series
Population: 45,588

Problem Description: Pressurized fuel leaks from the moulded fuel pump housing at the output quick connector.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	55	15	70
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
Fatality Incidents:	0	0	0

ACTION / SUMMARY INFORMATION

Action: PE12-036 has been upgraded to this EA.

Summary:

Owners of model year (MY) 2004-2011 R-series BMW motorcycles report pressurized fuel loss occurring when the fuel pump is energized. The leak is due to cracks in the pump's housing at the output quick connector. Many times owners first become aware of the problem when fuel soaks their pant leg(s) or puddles under their parked motorcycle.

In early 2011, BMW modified the subject fuel pumps, equipping them with a metal reinforcing collar at the output flange. That is BMW's current remedy costing ~$491.69 for the fuel pump alone. Some owners, put off by this expense, have attempted ineffective do-it-yourself repairs. One such owner provided a video illustrating the result. His video, and other material, may be found at www.SaferCar.gov investigation number PE12-036. An aftermarket solution, at ~$35.00, is also available involving an aluminum clamp designed to reinforce the fuel pump's output flange.

In January, 2004 BMW conducted safety recall 04V028 involving MY2000-4 K and R-series motorcycles for a pressurized fuel leak. In that instance, an o-ring in a fuel line quick connector could become damaged and/or a fuel line crimp was ineffective. In its recall, influenced by ODI investigation PE03-054, BMW identified the potential for fire as a consequence of either problem, judged the fire risk to be low, and fuel loss to be insignificant -- occurring most often during cold starts.

All of the complaints referenced in this resume involve verified fuel leaks.

ODI has upgraded PE12-036 to this Engineering Analysis to further evaluate this issue, monitor fuel leak frequency, and gather additional information as needed.

The 55 reports ODI cites can be viewed at:
http://www-odi.nhtsa.dot.gov/owners/SearchNHTSAID
under the following complaint identification numbers: 10485789, 10449393, 10521322, 10475150, 10435325,

10493015, 10471642, 10448216, 10488899, 10356156, 10433733, 10442023, 10492342, 10435968, 10492961, 10504324, 10485882, 10433013, 10453738, 10474390, 10417320, 10485276, 10444876, 10508150, 10485807, 10492118, 10491835, 10425962, 10430734, 10488652, 10485274, 10493320, 10522421, 10399423, 10443840, 10448325, 10490417, 10485452, 10433589, 10467136, 10420291, 10503806, 10532145, 10523763, 10523626, 10425514, 10354202, 10437222, 10444742, 10454834, 10532172, 10487624, 10435984, 10452476, 10485337.